

Austin

BRITAIN'S DEPENDABLE CAR



The Austin Motor Company Ltd.

LONGBRIDGE
BIRMINGHAM

Telephones : Telegrams :
Priory 2101-2120. " Speedily, Northfield."
Code : Bentley's

479-483 OXFORD STREET
LONDON W. I

(Near Marble Arch)

Telephone : Telegrams :
Mayfair 7620-7638 "Austinettes, Wesdo, London."

AND AT

HOLLAND PARK HALL
HOLLAND PARK AVENUE
LONDON W.II.

*This Catalogue was issued
by The Austin Motor Co., Ltd.,
December, 1934, and cancels
all previous catalogues.*

DEPENDABILITY

allied to **ATTRACTIVE
APPEARANCE**

AUSTIN dependability is universally acknowledged. The added charm of graceful modern carriage work now enhances the general attractiveness of the various models. A glance at the illustrations will reveal their shapely proportions.

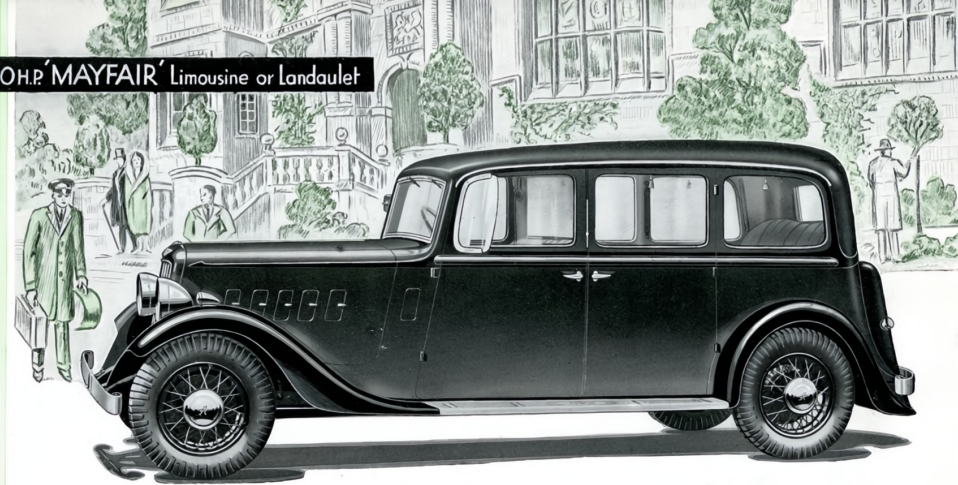
The body work retains all those well known Austin characteristics—plenty of head room, clear wide vision for the driver and passengers, comfortable seating and no waste of space.

Synchromesh engagement for the gears most frequently used makes driving an easy matter—it is not possible to “crash” the gears, and the changes are certain and silent.

There is the choice of two or three engines for some of the models, and all are completely equipped. The range covers every requirement, and the price, as ever, represents the best value offered in motor cars.

THE AUSTIN MOTOR CO. LTD.
Longbridge Works
Birmingham England

The 20 H.P. 'MAYFAIR' Limousine or Landaulet



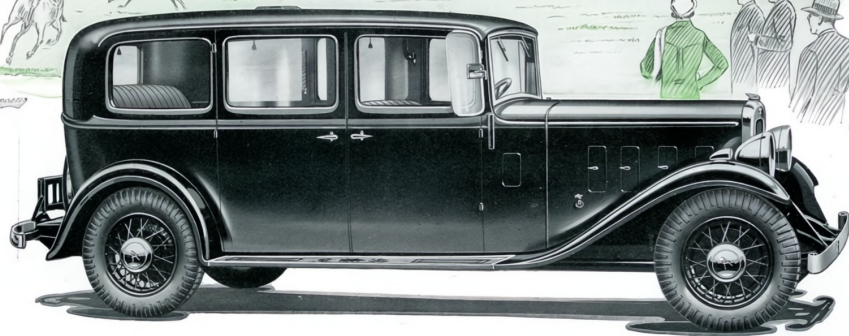
ADIGNIFIED, elegant, seven-seater carriage having distinctly modern lines and built for luxurious comfort, in the best quality and taste.

The Limousine has a fixed roof. On the Landaulet the hood is very quickly lowered for fine weather cruising. When the car is chauffeur driven a Triplex glass division can be raised behind the driver to secure privacy.

The car can be finished in Royal Blue, Auto Brown, Dark Green, Black or any other Austin colour, and upholstered in Vaurol Hide, Bedford Cord or Moquette. There are occasional seats which fold away neatly, and side and central arm rests to the adjustable rear seat, an interior visor, side draught and rain deflectors, direction indicators with automatic return, dual electric windscreen wipers, driving mirror, interior lights, blinds to rear windows, foot rests, companion set, parcel net, rope pulls, electric telephone, pile carpets, sheepskin rug, draught and fume excluders, pedal rubbers, luggage accommodation, enclosed spare wheel with tyre, locks on doors, and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass.

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The 20 H.P. 'RANELAGH' Limousine or Landulet



A HANDSOME seven-seater Limousine or Landulet capable of maintaining a high average speed. The movable Triplex glass partition behind the driver's seat secures privacy when the car is chauffeur driven. The rear compartment is ideally suited for family travel. The hood of the Landulet is easily lowered or raised.

The coachwork can be finished in Royal Blue, Auto Brown, Dark Green, Black or any other Austin colour, and upholstered in Vaumol Hide, Bedford Cord or Moquette. There are occasional seats which fold away neatly, and side and centre arm rests to the adjustable rear seat. Direction indicators with automatic return, side draught deflectors, dual electric windscreen wipers, interior visor, driving mirror, interior lights, blinds to rear windows, companion set, parcel net, rope pulls, electric telephone, pile carpets, sheepskin foot rug, draught and fume excluders, pedal rubbers, spare wheel with tyre and cover, locks on doors, and those accessories shown on chassis specification. All fittings chromium plated. Triplex Tonghened glass.

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Specification of the Austin Twenty

ENGINE. The power unit is mounted on rubber buffers which effectively insulate the car from vibration. 6-cylinder monobloc; bore, $3\frac{1}{4}$ in. (79.5 mm.); stroke, $4\frac{1}{2}$ in. (114.5 mm.). Total capacity, 207 cu. in. (3,400 c.c.); R.A.C. rating, 23.5 h.p.; b.h.p. at 2,600 r.p.m., 58. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on eight bearings of large diameter. The pistons are of low expansion aluminium alloy.

PETROL TANK AND FILLER. The tank at the rear has a capacity of 16 gallons (72 litres). The supply to the downdraught carburettor is by a petrol pump. A fuel contents gauge is included on the instrument board.

IGNITION. By coil and battery with an automatic advance and retard mechanism.

COOLING. By fan. Water circulation by pump, controlled by automatic thermostat.

LUBRICATION. Oil is forced to all bearings of the crankshaft by means of a gear pump. The oil passes through a large gauze filter in the reservoir. Chassis lubrication by grease gun.

CHASSIS. Strong and rigid cross braced drop frame.

TRANSMISSION. The clutch is of the single plate type. The gearbox has four speeds forward and a reverse. All but the first speed are in synchromesh engagement, which ensures both simplicity and certainty in changing speed. The ratios of engine to road wheels are—1st speed, 20.34 to 1; 2nd speed, 11.41 to 1; 3rd speed, 7.34 to 1; top speed, 4.67 to 1. The gear change lever is mounted centrally. Final drive by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

BRAKES. The four wheel brakes, which are of the expanding type, are smooth and powerful. They are applied either by the hand lever or the pedal, and are simultaneous in action.

STEERING. An improved cam type steering gear makes the direction of the car remarkably light, easy and accurate. Under the steering wheel is the ring operated horn switch, and forward of the wheel centre is the switch for the direction indicators, which have automatic return operation.

SUSPENSION. The long road springs are semi-elliptic, interleaved, and mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

WHEELS AND TYRES. Magna, Dunlop 6.00—18 tyres.

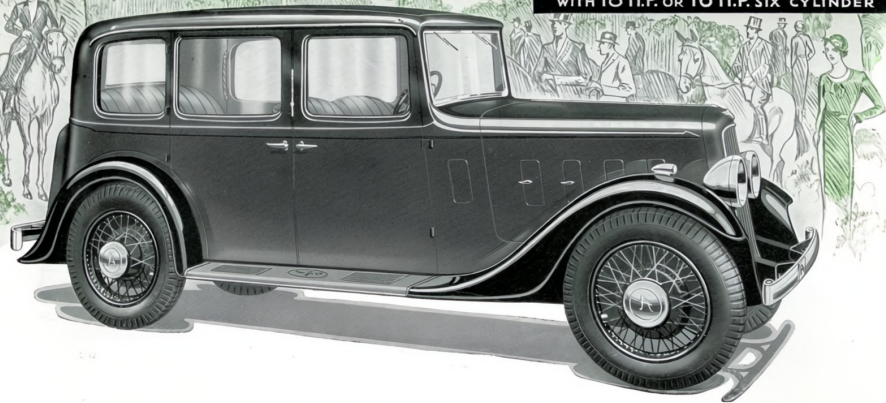
GENERAL DIMENSIONS. Length—16 ft. 4 in. (4,979 mm.). Width—5 ft. 9 in. (1,754 mm.). Height—6 ft. 5 in. (1,956 mm.). Wheelbase—11 ft. 4 in. (3,454 mm.). Track—4 ft. 9½ in. (1,460 mm.). Road Clearance—8 in. (203 mm.). Turning Circle—50 ft. (15,240 mm.).

EQUIPMENT. 12 volt electric lighting and starting with compensating voltage control. Starter hand switch on fascia board. Chromium plated dip and switch head lamps with foot control; side lamps; combined "stop" and tail lamp; bumpers at front and rear, combined carburettor air strangler and throttle control, clock, petrol gauge, magnetic speedometer, dual electric horns, luggage carrier, number plates, spare wheel, tyre. Tools are securely stowed in special compartments.

'Twenty'

The 'HERTFORD' SALOON

WITH 18 H.P. OR 16 H.P. SIX CYLINDER ENGINE



THE HERTFORD is a handsome carriage with the new type radiator, bonnet and wings, and accommodates five persons in comfort.

The low floor and wide doors facilitate entrance and exit. It has a Pytchley sliding roof. An enclosed compartment at the rear carries the spare wheel and tyre, and the hinged cover drops to act as a luggage carrier when necessary.

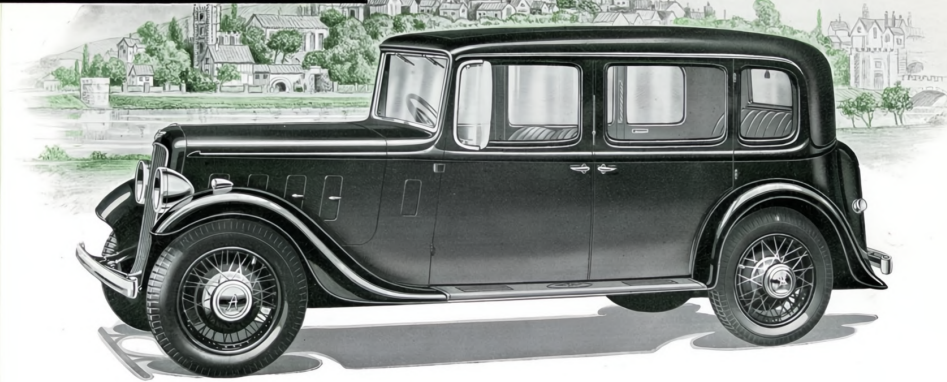
This model is supplied with either an 18 or 16 h.p. six-cylinder engine.

The car can be finished to choice of Austin colours and upholstered in Vaurol Hide, Bedford Cord or Moquette. There are direction indicators with automatic return, side draught deflectors, electric dual windscreen wipers, interior visor, driving mirror, interior lights, blind to rear window, folding tables, adjustable front and rear seats, foot rests, arm rests, ash trays, parcel net, rope pulls, pile carpets, draught and fume excluders, pedal rubbers, luggage accommodation, enclosed spare wheel and tyre, locks on doors, and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass.

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The 'YORK' SALOON

WITH 18 H.P. OR 16 H.P. SIX CYLINDER ENGINE



A STRIKING new model with ample seating accommodation for seven persons, occasional seats at a small extra cost. The modern lines of the coachwork, radiator, bonnet and wings are noteworthy features of this handsome car. Wide doors and windows provide easy access and abundant light and range of vision. There is also a Pytchley sliding roof.

The CHALFONT fixed head Saloon has a movable partition behind the driver, and an electric telephone. There is a choice of two engines—18 or 16 h.p. six-cylinder.

The cars can be finished to choice of Austin colours and are upholstered in Vaurol Hide, Bedford Cord or Moquette. There are direction indicators with automatic return, side draught deflectors, dual electric windscreen wipers, interior visor, driving mirror, interior lights, blinds to rear windows, *folding tables, *foot rests, adjustable *front and rear seats, arm rests, ash trays, parcel net, rope pulls, pile carpets, draught and fume excluders, pedal rubbers, luggage accommodation, enclosed spare wheel and tyre, locks on doors, and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass. *Not on Chalfont.

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Specification of the Eighteen and Sixteen

ENGINES. Mounted on rubber buffers which effectively absorb vibration, the engine provides a lively performance. It has ample power, quick get-away and is noticeably good in traffic or as a hill climber. The cylinder heads are detachable and the valves are all on the near side. The pistons are of low expansion aluminium alloy.

EIGHTEEN H.P. 6-CYLINDER, monobloc; bore, 2.73 in. (69.5 mm.); stroke, 4.375 in. (111 mm.). Total capacity 153.7 cu. ins. (2,510 c.c.). R.A.C. rating, 17.9 h.p.; b.h.p. at 2,600 r.p.m.; 43. The counterbalanced crankshaft is carried on four bearings of large diameter.

SIXTEEN H.P. 6-CYLINDER, monobloc; bore, 2.58 in. (65.5 mm.); stroke, 4.375 in. (111 mm.). Total capacity, 137 cu. ins. (2,249 c.c.). R.A.C. rating, 15.9 h.p.; b.h.p. at 2,600 r.p.m., 38. The counterbalanced crankshaft is carried on four bearings of large diameter.

PETROL TANK AND FILLER. The tank has a capacity of 10 gallons (45 litres), is most conveniently placed at the rear of the car and there is a contents gauge included on the instrument board. The fuel supply to the carburetter is by pump.

IGNITION. By coil and battery; the very accessible distributor is fitted with an automatic mechanism which advances or retards the spark to suit the varying speeds of the engine.

CHASSIS. Strong, cross braced, drop frame.

TRANSMISSION. The clutch is of the single plate type and takes up the drive smoothly. There are four forward speeds and a reverse. Except first, which is practically an emergency gear, the gears have synchromesh engagement, which ensures silent, positive gear changes. The ratios of engine to road wheels are—1st speed,

18.86 to 1; 2nd speed, 12.37 to 1; 3rd speed, 8.18 to 1; top speed, 5.11 to 1. The gear change lever is mounted centrally. The final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, and the wheels are carried on ball bearings.

STEERING. Steering is of the worm and worm wheel type, with provision for taking up wear. Under the wheel is the sensitive ring-operated horn switch.

BRAKES. The four wheel brakes are of the expanding type, powerful and smooth in action. The pedal or the hand lever each applies the brakes to all four road wheels simultaneously. All the brakes are easily adjusted.

SUSPENSION. The long road springs are semi-elliptic, interleaved, and mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers are fitted to front and rear of the car.

WHEELS AND TYRES. Magna Wheels. Dunlop 5.25—19 tyres.

GENERAL DIMENSIONS. Length—"YORK" and "CHALFONT" 14 ft. 8 in. (4,470 mm.). "HERTFORD"—14 ft. (4,263 mm.). Width—5 ft. 8½ in. (1,742 mm.). Height—5 ft. 10½ in. (1,792 mm.). Wheelbase (Long)—10 ft. (3,048 mm.). (Short)—9 ft. 4 in. (2,844 mm.). Track—4 ft. 8 in. (1,422 mm.). Road Clearance—7½ in. (191 mm.). On Export Models—9 in. (229 mm.). Turning Circle—45 ft. 2 in. (13,766 mm.).

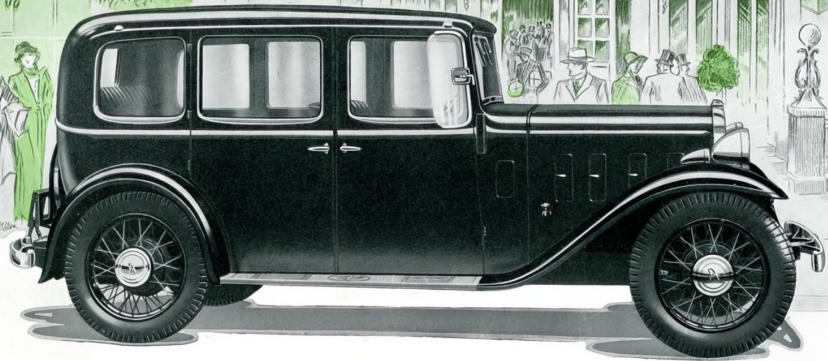
EQUIPMENT. 12 volt electric lighting and starting with compensating voltage control. Starter hand switch on fascia board. Chromium plated dip and switch head lamps with foot control; side lamps; combined stop and tail lamp; bumpers front and rear; carburetter air strangler and throttle control; clock; electric petrol gauge; magnetic speedometer; dual electric horns; luggage accommodation; hydraulic shock absorbers; number plates; spare wheel and tyre. Tools are securely stowed in special compartments.

AUSTIN COLOURS.

"YORK," "CHALFONT" and "HERTFORD." Royal Blue, Maroon, Westminster Green, Black.

The 'BERKELEY' SALOON

WITH 12 H.P. FOUR CYLINDER ENGINE



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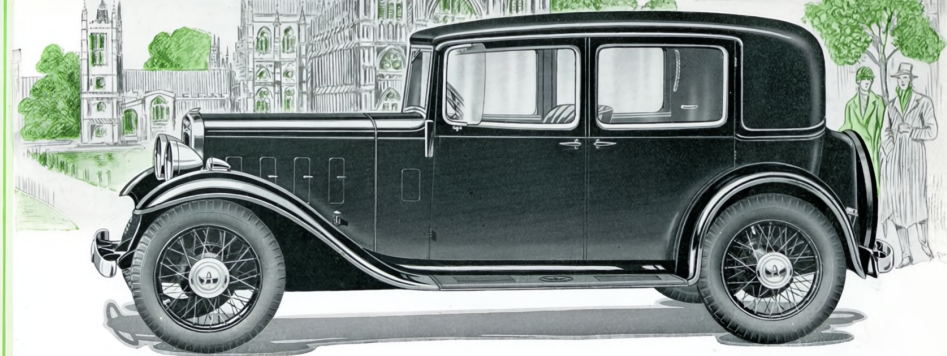
THE BERKELEY Saloon on a short wheelbase accommodates five persons. There is ample head and foot room, the rear seat is easily adjustable and foot and arm rests are aids to comfortable travelling. There is a Pytchley sliding roof and large windows in wide doors give light and unobstructed outlook for driver and passengers.

The fixed head Saloon has less expensive furnishings.

The cars can be finished to a choice of Austin colours and are upholstered in Vaumol Hide, Bedford Cord or Moquette. There are direction indicators with automatic return, *side draught deflectors, dual electric windscreen wipers, *interior visor, driving mirror, interior lights, blind to rear window, *folding tables, *foot rests, adjustable front and rear seats, *arm rests, ash trays, parcel net, rope pulls, pile carpets, draught and fume excluders, pedal rubbers, luggage carrier, spare wheel and tyre and cover, locks on doors, and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass. *Not on Fixed Head Saloon.

The 'WESTMINSTER' SALOON

WITH 12 H.P. FOUR CYLINDER ENGINE



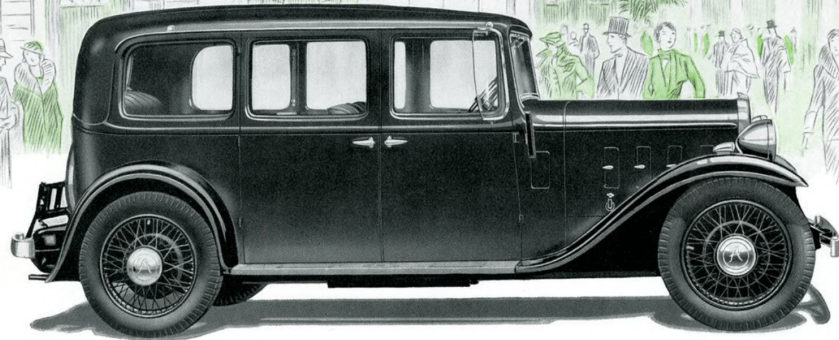
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THIS elegant model is a five-seated saloon, with four windows and has a very distinctive appearance. The slightly sloping windscreen and the graceful waistline enhance the contours of the carriage work. All the seats are adjustable and it has a Pytchley sliding roof.

The doors are of more than usual width and the floor is low, so entrance is easy. At the rear there is an enclosed compartment to carry luggage.

The car can be finished to choice of Austin colours, and upholstered in Vaumol Hide, Bedford Cord or Moquette. There are direction indicators with automatic return, side draught deflectors, dual electric windscreen wipers, interior visor, driving mirror, interior lights, blind to rear window, folding tables, foot rests, adjustable front and rear seats, arm rests, companion set, parcel net, rope pulls, pile carpets, draught and fume excluders, pedal rubbers, luggage accommodation, spare wheel and tyre with cover, locks on doors, and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass.

The 'CARLTON' SALOON
WITH 12 H.P. FOUR CYLINDER ENGINE



A COMFORTABLE and roomy Saloon car of moderate price on a long wheelbase. Including two occasional seats, at a small extra cost, there is ample seating for seven persons.

There are large windows, wide doors, plenty of head and foot room, also a Pychley sliding roof. The Iver Saloon with a fixed head, has a movable partition behind the driver, to ensure privacy when the car is driven by chauffeur.

The cars can be finished to choice of Austin colours and are upholstered in Vaumol Hide, Bedford Cord or Moquette. There are direction indicators with automatic return, side draught deflectors, dual electric windscreen wipers, interior visor, driving mirror, interior lights, blind to rear window, *folding tables, footrests, adjustable front and rear seats, arm rests, ash trays, parcel net, rope pulls, pile carpets, draught and fume excluders, pedal rubbers, luggage carrier, spare wheel and tyre and cover, locks on doors, and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass. *Not on Iver.

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Specification of the Austin Twelve

ENGINE. The famous 12.8 h.p. four-cylinder engine, is mounted on rubber buffers which effectively absorb vibration. It has earned a splendid reputation for its willing performance, its enduring qualities and economical running. Monobloc; bore, 2.8125 in. (72 mm.); stroke, 4.5 in. (114.5 mm.); total capacity 113.5 cu. ins. (1861 c.c.). R.A.C. rating, 12.8 h.p., b.h.p. at 2,600 r.p.m., 30. The crankshaft is carried on five bearings of large diameter. The valves are on the near side. The pistons are of low expansion aluminium alloy.

PETROL TANK AND FILLER. The tank which has a capacity of 10 gallons (45 litres), is conveniently placed at the rear of the car. A petrol gauge is included on the instrument board. The fuel supply to the carburettor is by a Vacuum System.

IGNITION. By Magneto.

GENERAL DIMENSIONS. Length—"CARLTON" and "IVER" 14 ft. 8 in. (4,470 mm.). "WESTMINSTER" and "BERKELEY"—14 ft. (4,265 mm.). Width—5 ft. 8½ in. (1,742 mm.). Height—"WESTMINSTER" 6 ft. (1,830 mm.); "CARLTON," "IVER" and "BERKELEY" 5 ft. 10½ in. (1,792 mm.). Wheelbase (Long)—10 ft. (3,048 mm.). (Short) 9 ft. 4 in. (2,844 mm.). Track—4 ft. 8 in. (1,422 mm.). Road Clearance—7½ in. (191 mm.). On Export Models—9 in. (229 mm.). Turning Circle—45 ft. 2 in. (13,766 mm.).

EQUIPMENT. 12 volt electric lighting and starting. Starter hand switch on fascia board. Chromium plated dip and switch head lamps; side lamps; combined stop and tail lamp; *bumpers front and rear; carburettor air strangler and throttle control; air cleaner; clock; petrol gauge; speedometer; electric horn; luggage accommodation; hydraulic shock absorbers; number plates; spare wheel and tyre; tools are securely stowed in special compartments. *Not on Fixed Head Saloon.

In all other particulars the specification of the 12.8 four-cylinder model is identical with that of the 18 and 16 h.p. six-cylinder chassis.

AUSTIN COLOURS.

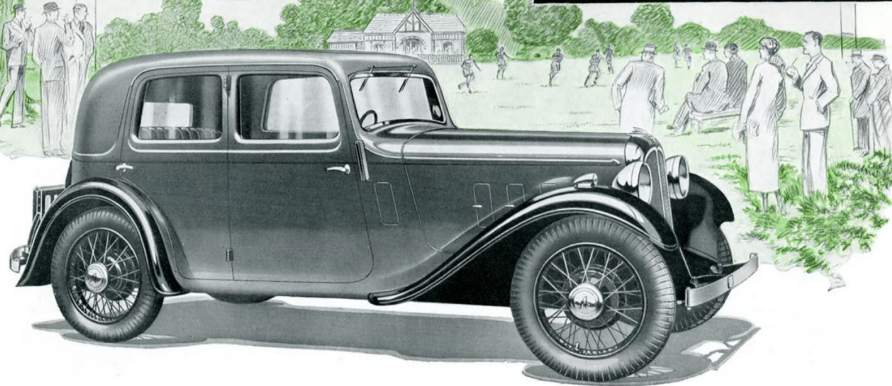
"WESTMINSTER," "CARLTON," "IVER" and "BERKELEY" SALOONS DE LUXE. Royal Blue, Maroon, Westminster Green, Black.

"BERKELEY" FIXED HEAD SALOON. Royal Blue, Maroon, Black.

Twelve

The 'KEMPTON' SPORTS SALOON

WITH 15.9 H.P. OR 13.9 H.P. SIX CYLINDER ENGINE



A MODERN, graceful and swift sports saloon with roomy and comfortable seating. Both the front seats are independently adjustable, and the interior provides ample head, elbow and foot room. The position at the wheel assures easy control and good visibility.

The pneumatic upholstery to the rear seat, and the Pytchley sliding roof contribute to comfortable travelling.

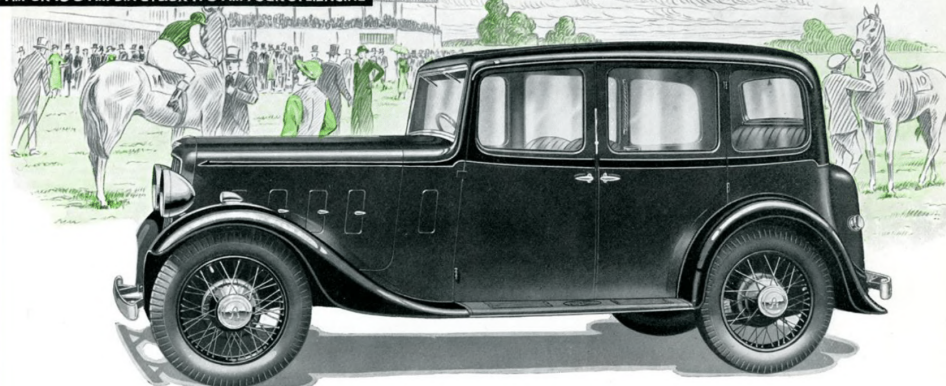
There is a choice of two six-cylinder engines for this model—the 15.9 or 13.9 h.p.

The cars can be finished to choice of Austin colours and are upholstered in Vaumol Hide, Bedford Cord or Moquette. There are direction indicators with automatic return, electric dual windscreen wipers, interior visor, driving mirror, interior lights, blind to rear window, arm rests, ash trays, rope pulls, pile carpet, draught and fume excluders, pedal rubbers, luggage carrier, spare wheel and tyre with cover, locks on doors, and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass.

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The 'ASCOT' SALOON

WITH 15.9 H.P. OR 13.9 H.P. SIX CYL. OR 11.9 H.P. FOUR CYL. ENGINE



THE coachwork which has attractive lines, is roomy with plenty of head clearance.

The pleasing appearance of the front of the car has been enhanced by the new radiator, bonnet and mud wings. There is a Pytchley sliding roof and the cover of the compartment for the spare wheel also serves as the luggage carrier.

The Ascot is supplied with the choice of three engines, the 15.9 or 13.9 h.p. six-cylinder or 11.9 h.p. four-cylinder.

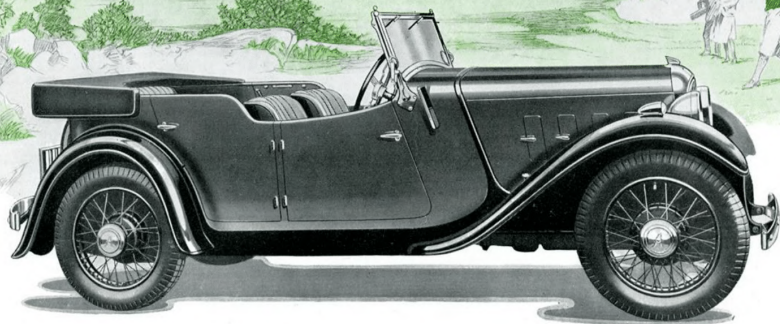
There is also a fixed head saloon with less expensive furnishings and without those items marked *.

*The cars can be finished to choice of Austin colours and upholstered in Vaumol Hide, Bedford Cord or Moquette. There are direction indicators with automatic return, electric dual windscreen wipers, *interior visor, driving mirror, interior lights, blind to rear window, foot rests, *arm rests, ash trays, *parcel net, *rope pulls, pile carpets, draught and fume excluders, pedal rubbers, luggage accommodation, enclosed spare wheel and tyre, locks on doors, and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass. *Not on Fixed Head Saloon.*

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The 'NEWBURY' SPORTS TOURER

WITH 15.9 H.P. OR 13.9 H.P. SIX CYLINDER ENGINE



THE clean, sweeping lines and low build of this model have gained the appreciation of many sporting motorists.

The two front seats are independently adjustable, and all four seats are of ample proportions, deep and comfortably upholstered. The hinged sloping windscreen will fold on to the scuttle if required, and the easily operated hood is really weatherproof.

The Newbury is supplied with the choice of two six-cylinder engines, one of 15.9 h.p. the other 13.9 h.p.

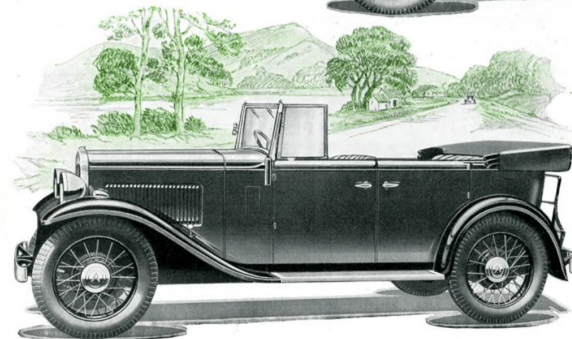
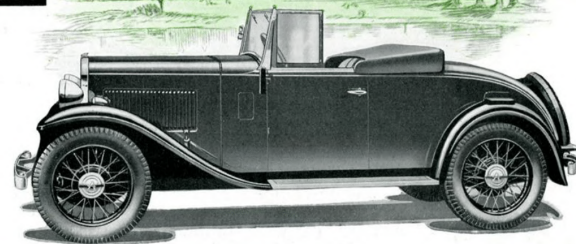
The cars can be finished to choice of Austin colours and are upholstered in best selected hide. There are direction indicators, with automatic return, electric dual windscreen wipers, driving mirror, arm rests, pile carpets, draught and fume excluders, pedal rubbers, luggage carrier, spare wheel and tyre with cover and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass.

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The OPEN MODELS

WITH 15.9 OR 13.9 H.P. SIX CYL. OR 11.9 H.P. FOUR CYL. ENGINE

THE "ETON" TWO-SEATER is a smart looking model that will accommodate four persons (two in the comfortable dicky) if necessary. There is room in the dicky for a considerable quantity of luggage.



THE "OPEN ROAD" TOURER is a roomy, comfortable, four-seater. The front seats are easily and quickly adjusted. The carefully designed, well fitting hoods on both models are thoroughly weather-proof, and easily put up or lowered. There is the choice of three engines, two of six-cylinders, 15.9 or 13.9 h.p. and one of four-cylinders, 11.9 h.p.

*The cars can be finished to choice of Austin colours and are upholstered in best quality leather. There are direction indicators with automatic return, electric dual windscreen wipers, driving mirror, *foot rests, pile carpets, draught and fume excluders, pedal rubbers, luggage accommodation, spare wheel and tyre with cover, and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass. *Not on Eton.*

Specification of the Fifteen-Nine, Thirteen-Nine, & Eleven-Nine

ENGINE. 15.9 h.p. 6-Cylinder monobloc, bore 2.579 in. (65.5 mm.), stroke 3.335 in. (84.63 mm.). Total capacity 104.4 cu. ins. (1,711 c.c.). R.A.C. rating 15.96 h.p.; b.h.p. at 2,600 r.p.m., 30.
 13.9 h.p. 6-Cylinder monobloc, bore 2.410 in. (61.25 mm.), stroke 3.335 in. (84.63 mm.). Total capacity 91.2 cu. ins. (1,496 c.c.). R.A.C. rating 13.956 h.p.; b.h.p. at 2,600 r.p.m., 26.
 11.9 h.p. 4-Cylinder monobloc, bore 2.73 in. (69.3 mm.), stroke 4 in. (101.6 mm.). Total capacity 93.6 cu. ins. (1,535 c.c.). R.A.C. rating 11.9 h.p.; b.h.p. at 2,600 r.p.m., 26.
 The cylinder heads are detachable and the valves are all on the near side. The induction and exhaust manifolds are mounted to provide a hot spot. The crankshaft of the 15.9 h.p. and 13.9 h.p. is carried on four bearings of ample diameter, that of the 11.9 engine on three of large diameter. The pistons are of special low expansion aluminium alloy.

PETROL TANK AND FILLER. The tank has a capacity of 8 gallons (36 litres) and is conveniently placed at the rear of the car. The supply to the carburetter is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION. By battery and coil. The distributor is easily accessible, and incorporates an automatic advance and retard mechanism.

COOLING. By thermo-syphon and fan, circulation controlled by automatic thermostat.

LUBRICATION. Lubrication is by means of a gear wheel pump, which forces oil to all the bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication is by grease gun and the number of points requiring attention is very few.

CHASSIS. A strong yet light cross braced frame is employed.

TRANSMISSION. The clutch is of the single plate type with smooth easy action and engagement. The gearbox has four forward speeds and a reverse. Except first, which is practically an emergency gear, the gears have synchromesh engagement which ensures silent, positive gear changes.

On the 15.9 and 13.9 six-cylinder models, the ratios of engine to road wheels are 20.85, 13.59, 8.64 and 5.5 to 1. On the 11.9 four-cylinder model the ratios are 18.95, 12.35, 7.85 and 5 to 1.

The gearbox forms one unit with the engine and on the six-cylinder model the whole is suspended at four points, and on the four-cylinder model at three. Rubber bushes effectively absorb vibration. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, and the wheels are carried on ball bearings.

BRAKES. The four wheel brakes are of the expanding type, smooth and powerful. The pedal or the hand lever each applies the brakes to all four wheels simultaneously. All the brakes are easily adjusted.

STEERING. Steering is of the worm and worm wheel type, with provision for taking up wear. On the forward side of the hub of the steering wheel is the controlling switch for the direction indicators, which have automatic cancelling operation. In the centre of the wheel is the electric horn button.

SUSPENSION. The road springs are semi-elliptic, interleaved and mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers are fitted to the front and rear of the car.

WHEELS AND TYRES. Magna wheels with 4.75—19 Dunlop tyres. Wire wheels to fixed head saloon.

GENERAL DIMENSIONS. Length—"ASCOT" and "ETON" 13 ft. 2 in. (4,013 mm.). "KEMPTON" 13 ft. 0 in. (3,962 mm.). "OPEN ROAD" 12 ft. 10 in. (3,912 mm.). "NEWBURY" 12 ft. 6 in. (3,810 mm.). Width—"ASCOT," "ETON" and "OPEN ROAD" 5 ft. 1 in. (1,549 mm.). "NEWBURY" and "KEMPTON" 5 ft. 2 in. (1,574 mm.). Height—"ASCOT" 5 ft. 6 in. (1,676 mm.). "OPEN ROAD" and "ETON" 5 ft. 7½ in. (1,715 mm.). "NEWBURY" 5 ft. 3 in. (1,600 mm.). "KEMPTON" 5 ft. 2 in. (1,574 mm.). Wheelbase—8 ft. 10 in. (2,694 mm.). Track—4 ft. 2 in. (1,270 mm.). Road Clearance—7½ in. (190 mm.). Turning Circle—42 ft. 2 in. (12,852 mm.).

EQUIPMENT. 12 volt electric lighting and starting with compensating voltage control. Hand starter switch on fascia board; chromium plated dip and switch head lamps with foot control; side lamps; combined stop and tail lamp; *bumpers front and rear; combined carburetter air strangler and throttle control; clock; electric petrol gauge; magnetic speedometer; electric horn; luggage accommodation; shock absorbers; number plates; spare wheel and tyre. Tools are securely stowed in special compartments. *Not on Fixed Head Saloon.

AUSTIN COLOURS.

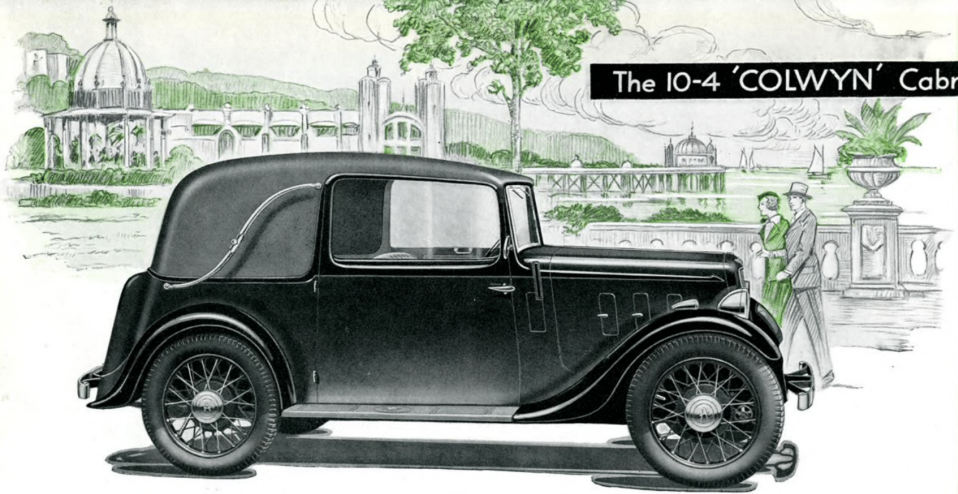
"ASCOT" SALOON DE LUXE. Royal Blue, Maroon, Black, Dove Grey, Westminster Green, Pueblo Brown. FIXED HEAD SALOON. Royal Blue or Maroon.

"KEMPTON" SPORTS SALOON. Dove Grey, Cherry Red, Black, Turquoise Blue.

"OPEN ROAD" TOURER AND "ETON" TWO-SEATER. Royal Blue, Maroon, Westminster Green.

"NEWBURY" SPORTS TOURER. Primrose, Turquoise Blue, Cherry Red, Black.





The 10-4 'COLWYN' Cabriolet

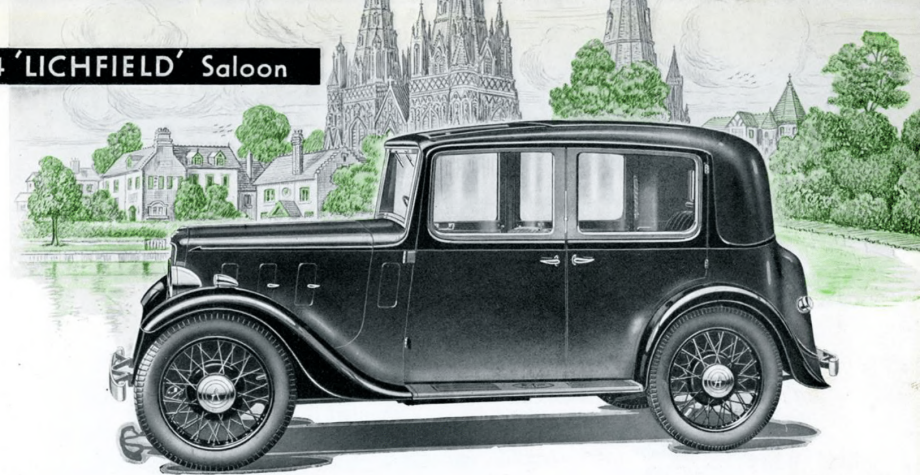
A MODERN car of elegant proportions. The front seats are separately adjustable, they tilt forward, and this, with the very wide doors, makes access to the rear seats extremely easy. The spare wheel is enclosed at the rear of the car, and the hinged cover drops to act as a luggage carrier. The hood is easily operated and is secured in any of three positions, closed, half-open, fully opened, and is thus adaptable for all weather conditions.

The cars can be finished to choice of Austin colours and upholstered in Bedford Cord, Moquette, or best selected hide.

There are direction indicators with automatic return, electric dual windscreen wipers, interior visor, driving mirror, pile carpets, draught and fume excluders, pedal rubbers, luggage accommodation, spare wheel and tyre, locks on doors, and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass.

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The 10-4 'LICHFIELD' Saloon



THE new radiator, bonnet and mudwings and the enclosed compartment at the rear, add to the attractiveness of this model. The roomy interior carries four persons on comfortable seating, with head, elbow, and foot room in plenty, and wide and clear vision from inside.

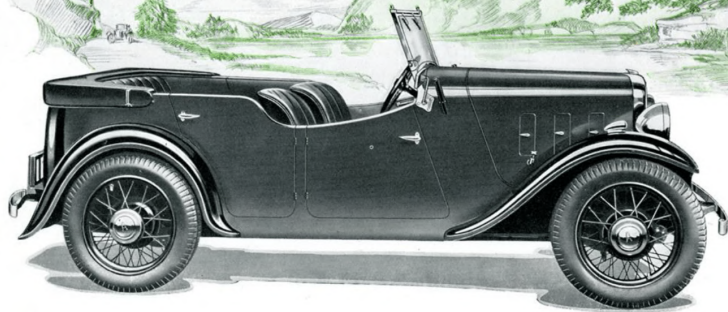
There is a fixed head saloon with less expensive furnishings and without item *.

The cars can be finished to choice of Austin colours and upholstered in Bedford Cord, Moquette, or best selected hide.

*There are direction indicators with automatic return electric, dual windscreen wipers, *interior visor, driving mirror, interior lights, blind to rear window, pile carpets, draught and fume excluders, pedal rubbers, luggage accommodation spare wheel and tyre, locks on doors, and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass.*

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The 10-4 'RIPLEY' Sports Tourer



A SMART looking four-seater touring car with a distinctly "sporty" character, built low to secure the maximum of safety in cornering.

All the seats pneumatic, and foot wells at the rear add to the comfort of the driver and passengers. The windscreen can be opened fully outward or laid flat forward on the scuttle if that is desired. The hood is a thoroughly practical one, easily handled and fully weatherproof.

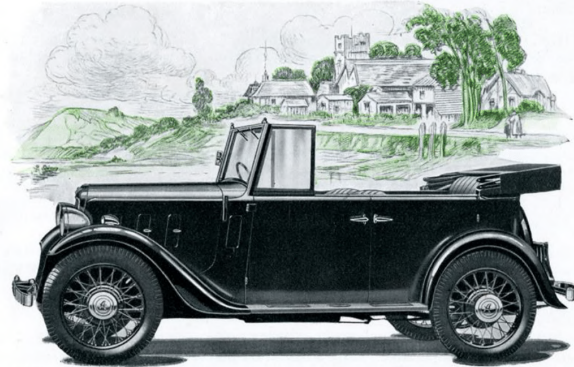
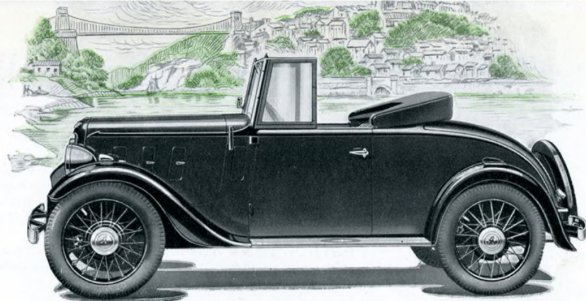
The cars can be finished to choice of Austin colours and upholstered in best selected hide.

There are direction indicators with automatic return, electric dual windscreen wipers, driving mirror, pile carpets, draught and fume excluders, pedal rubbers, luggage carrier, spare wheel and tyre with cover, and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass.

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The 10 H.P. OPEN MODELS

THE "CLIFTON" Two-Seater with the new radiator, bonnet and mudwings, is a smart light car, elegant in appearance and good in performance. There are two extra seats comfortably upholstered, in the dickey. The hood is easily raised or lowered.



THE "OPEN ROAD" TOURER provides accommodation for four persons. Its pleasing lines have been further improved by the new radiator, bonnet and mudwings. It has four wide doors, side curtains that do not rattle, a first class hood that is thoroughly storm proof, and it is well and comfortably upholstered.

The cars can be finished to choice of Austin colours and upholstered in best quality leather. There are direction indicators with automatic return, electric dual windscreen wipers, driving mirror, pile carpets, draught and fume excluders, pedal rubbers, luggage accommodation, spare wheel with tyre and cover and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass.

Specification of the Austin Ten-Four

ENGINE. 4-Cylinder water cooled, detachable head, bore 2.4995 in. (63.5 mm.), stroke 3.5 in. (89 mm.). Total capacity 68.7 cu. ins. (1,125 c.c.). R.A.C. rating 9.996 h.p.; b.h.p. at 2,600 r.p.m., 20. The pistons are of low expansion aluminium alloy, the valves are all on the near side, the induction and exhaust manifolds are cast in one piece to provide a hot spot. The sturdy crankshaft is carried on three bearings of ample diameter.

PETROL TANK AND FILLER. The tank has a capacity of 6 gallons (27 litres) and is most conveniently placed at the rear of the car. The supply to the carburetter is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION. By coil and battery. The distributor is easily accessible and incorporates an automatic advance and retard mechanism.

LUBRICATION. Lubrication is by means of a gear wheel pump, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

COOLING. By thermo-syphon and fan, water circulation controlled by automatic thermostat.

TRANSMISSION. The clutch is of the single plate type and takes up the drive very smoothly. The top, third and second gears have synchromesh engagement which ensures noiseless, certain and easy gear changes. The first speed is practically an emergency gear. The ratios of engine to road wheels are 5.25, 8, 12.8 and 21.1 to 1. The gearbox forms one unit with the engine, and the whole is suspended at three points on rubber bushes to absorb vibration. Gear changes by a lever mounted centrally and convenient to the driver's hand. The final drive is by a spiral bevel gear. The rear axle is of the three-quarter floating type. The wheels are carried on ball bearings.

BRAKES. The brakes are of the expanding type, smooth and powerful. The hand lever and the pedal both apply the brakes to each of the four road wheels simultaneously. All the brakes are easily accessible for adjustment purposes.

CHASSIS. The chassis frame is strong and cross braced.

STEERING. The steering is light and responsive. It is of the worm and worm wheel type with provision for taking up wear. The electric horn button is in the centre of the hub of the wheel. Forward of the button is the lever controlling the direction indicators which have automatic cancelling operation.

SUSPENSION. The road springs are semi-elliptic. They are mounted with non-lubricated "Silentbloc" shackles and there are shock absorbers to front and rear of the car.

WHEELS AND TYRES. Magna wheels with 4.50—18 Dunlop tyres. The fixed head Saloon has wire wheels with 4.00—19 Dunlop tyres.

GENERAL DIMENSIONS. Length—"COLWYN," "LICHFIELD," "OPEN ROAD," 11 ft. 7½ in. (3,543 mm.). "CLIFTON"—11 ft. 10 in. (3,607 mm.). "RIPLEY"—11 ft. 6 in. (3,505 mm.). Width—4 ft. 7 in. (1,396 mm.). "RIPLEY" 4 ft. 6½ in. (1,384 mm.). Height—"COLWYN," "LICHFIELD" 5 ft. 4 in. (1,626 mm.). "OPEN ROAD," "CLIFTON," 5 ft. 5 in. (1,652 mm.). "RIPLEY," 5 ft. 2 in. (1,575 mm.). Wheelbase—7 ft. 9 in. (2,361 mm.). Track—5 ft. 9 in. (1,743 mm.). Road Clearance—7½ in. (190 mm.). Turning Circle—37 ft. 9 in. (11,506 mm.).

EQUIPMENT. 12 volt electric lighting and starting with compensating voltage control. Hand starter switch on fascia board; chromium plated dip and switch head lamps with foot control; side lamps; combined stop and tail lamp; *bumpers front and rear; combined air strangler and throttle control; clock; electric petrol gauge; magnetic speedometer; electric horn; luggage accommodation; shock absorbers; number plates; spare wheel and tyre. The tools are securely stowed in special compartments. *Not on Fixed Head Saloon.

SPORTS MODEL : SPECIAL FEATURES.

ENGINE. The brake horse power developed on this model is 30 at 3,800 r.p.m. The special cylinder head gives a high compression ratio, there is a high lift camshaft, a Zenith downdraught carburetter, and a suitable silencer.

TRANSMISSION. The gear ratios are 5.25, 7.19, 11.39 and 18.9 to 1.

STEERING. Spring steering wheel.

AUSTIN COLOURS.

"LICHFIELD" SALOON. Royal Blue, Maroon, Westminster Green, Dove Grey, Black.

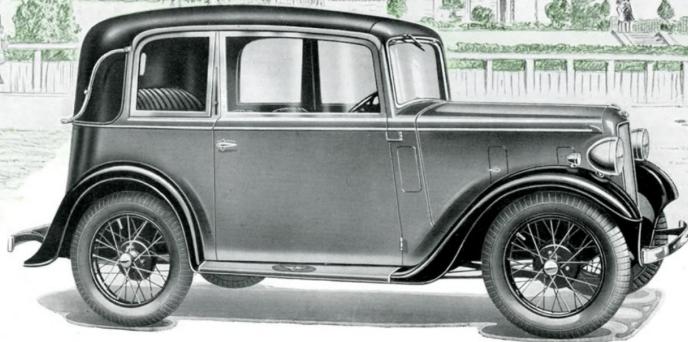
FIXED HEAD SALOON. Royal Blue, Maroon.

"COLWYN" CABRIOLET. Royal Blue, Cherry Red, Dove Grey, Westminster Green, Black.

"OPEN ROAD" TOURER AND "CLIFTON" TWO-SEATER. Royal Blue, Maroon.

"RIPLEY" SPORTS TOURER. Primrose, Turquoise Blue, Cherry Red, Black.

The New 7 H.P. 'PEARL' Cabriolet

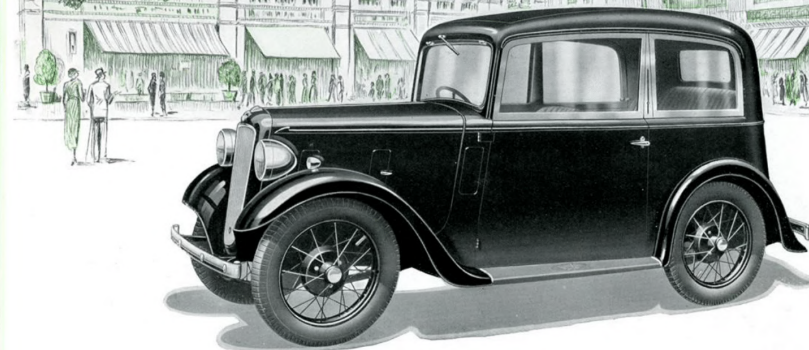


THIS is a new four-seater model, very smart and pleasing in appearance. The hood controlled by the outside stretcher, is easily raised or lowered, and can be fixed in two open positions. The small quarter lights can be opened for ventilation, as well as large windows in the doors. The adjustable front seats tip up to allow easy access to the rear, the floor is low, and there is no footwell at rear. New style radiator, front and rear bumper bars, new pattern wings and valance, and a compartment at the rear for the spare wheel and tyre are some of the notable features of this model.

The car can be finished to choice of Austin colours and is upholstered in best quality selected hide. There are direction indicators with automatic return, electric windscreen wiper, interior visor, driving mirror, draught and fume excluders, concealed luggage carrier, locks on doors. All interior fittings chromium plated. Triplex Toughened glass.

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The New 7 H.P. 'RUBY' Saloon

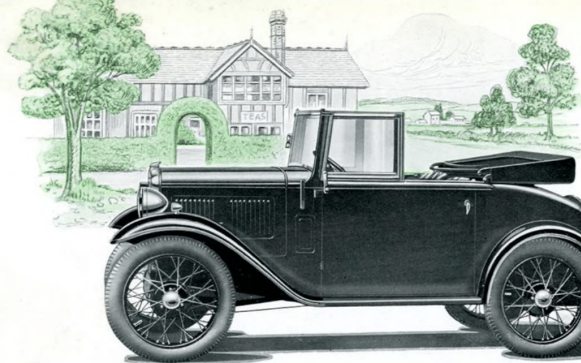


A NEW body on modern lines with sloping radiator cowl, longer bonnet with ventilating shutters, new wings and valances, and bumpers. The spare wheel carried under cover at the rear, a Ptychley sliding roof and rear quarter windows that open to assist ventilation—are some of the new features embodied in the latest Seven Saloon de Luxe.

Pneumatic cushions to the four ample seats—the two in front are separately adjustable.

*The car can be finished to choice of Austin colours and is upholstered in best quality selected hide. The fixed head Saloon, with less expensive furnishings, has black lamps with chromium plated rims. There are direction indicators with automatic return, electric windscreen wiper, *interior visor, rear window blind, driving mirror, draught and fume excluders, luggage carrier, enclosed spare wheel and tyre, locks on doors and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass. *Not on Fixed Head Saloon.*

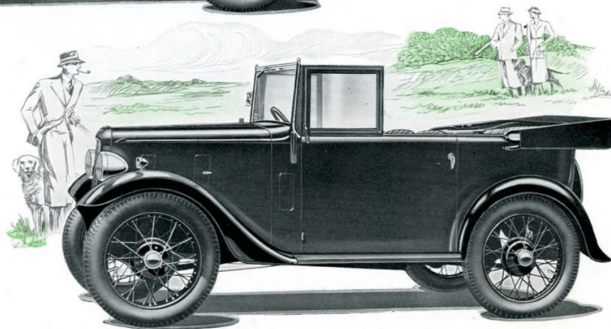
PRICES ON
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The 7 H.P. OPEN MODELS

THE "OPAL" TWO SEATER is a really comfortable car with ample room, independently adjustable pneumatic seats, luggage space behind the seats and a weatherproof hood that folds away neatly when not in use.

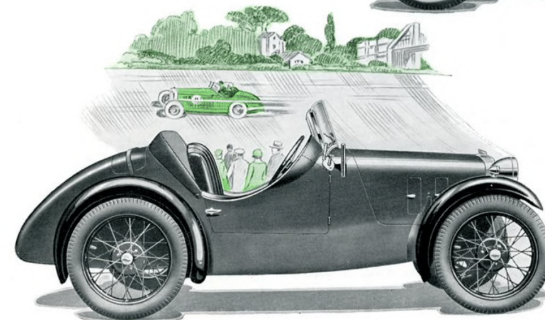
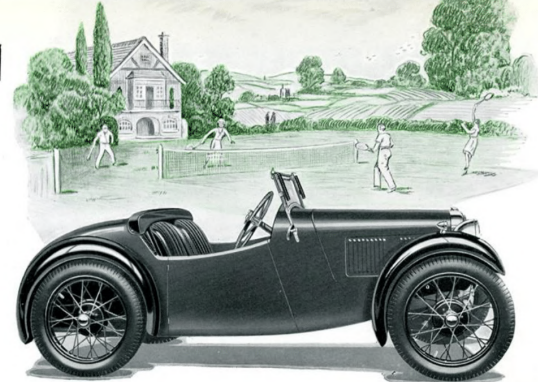
THE "OPEN ROAD" TOURER has an improved new type radiator cowl, bonnet and mudwings. It fully accommodates four persons, it has adjustable front seats, pneumatic cushions and full high squabs. The hood is very easily raised or lowered, the side screens are secured against rattle when erected, and pack away safely behind the rear squab when not required.



The cars can be finished to choice of Austin colours—upholstered in hard wearing leather cloth. There are direction indicators with automatic return, electric windscreen wiper, driving mirror, draught and fume excluders, spare wheel and tyre with cover and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass.

The SEVEN H.P. SPORTS

THESE two cars fulfil the enthusiast's ideal—both in appearance and performance. The "NIPPY" is a comfortable and fast, low bodied, Sports car with considerable space behind the adjustable pneumatic seats to accommodate luggage.



THE "SPEEDY" is suitable for competition work, and conforms to racing regulations. It is easily stripped for racing trim, has a large capacity tank at the rear, and a 5 inch dial combined speedometer and revolution counter.

The cars are finished to choice of Austin colours, of which there is an attractive range, and are upholstered in best selected hide. There are direction indicators with automatic return, windscreen wiper, driving mirror, spare wheel and tyre and those accessories shown on chassis specification. All fittings chromium plated. Triplex Toughened glass.

Specification of the Austin Seven

ENGINE. Mounted on rubber buffers which absorb vibration. The Austin Seven engine has earned a world wide reputation for efficiency, economy and dependability. It has proved successful in every kind of test in almost every part of the world. 4-cylinder, water cooled, detachable head, bore 2.2 in. (56 mm.), stroke 3 in. (76 mm.), total capacity 45.6 cu. ins. (747.5 c.c.). R.A.C. rating 7.8; b.h.p. at 2,600 r.p.m., 12. The strong crankshaft has roller bearings. The pistons are of low expansion aluminium alloy. The valves are all on the near side, the induction and exhaust manifold is cast in one piece to provide a hot spot.

PETROL TANK AND FILLER. The tank has a capacity of 5 gallons (22 litres) and is conveniently placed at the rear of the car, and there is a contents gauge included on the instrument board. The fuel supply to the carburetter is by a petrol pump.

IGNITION. By coil and battery. The distributor incorporates an automatic advance and retard mechanism.

COOLING. By thermo-syphon and fan.

LUBRICATION. Engine lubrication is by means of a vane pump. Chassis by a grease gun.

TRANSMISSION. The clutch is of the single plate type, light in operation, and takes up the drive very smoothly. The top, third and second gears have synchromesh engagement, which ensures smooth, noiseless certain gear changes to suit varying speeds. First gear is a low one to be used in starting with a full load, up an incline or manoeuvring the car in an awkward place. The ratios of engine to road wheels are—top, 5.25 to 1; 3rd, 8.73 to 1; 2nd, 13.85 to 1; 1st, 22.94 to 1. The gear change lever is mounted centrally, and convenient to the driver's hand. The final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type with differential and torque tube.

BRAKES. The brakes are of the expanding type and act smoothly and powerfully. The hand lever and the pedal both apply the brakes to each of the four road wheels simultaneously. All the brakes are easily accessible for adjustment purposes.

CHASSIS. Exceptionally strong, light and of patented triangular design.

STEERING. The steering, which is light and responsive, is of the worm and worm wheel type with provision for taking up wear. The horn button is in the centre of the wheel. Forward of the button is the lever controlling the direction indicators, which have automatic return operation.

SUSPENSION. Semi-elliptic transverse spring in front, those at the rear are quarter-elliptic. Shock absorbers front and rear to damp out road shocks.

WHEELS AND TYRES. The wheels are of special wire type with stainless steel centres. Tyres on "RUBY" Saloon 4.00—17 in. and on other models 3.50—19 Dunlop.

GENERAL DIMENSIONS. Length—"RUBY" and "PEARL," 10 ft. 7 in. (3,226 mm.). "OPEN ROAD," 10 ft. 0 in. (3,048 mm.). "OPAL," 10 ft. 1 in. (3,074 mm.). "NIPPY," 9 ft. 10 in. (2,997 mm.). "SPEEDY," 10 ft. 4 in. (3,150 mm.). Width—"RUBY," "PEARL," "OPAL," 4 ft. 3 in. (1,295 mm.). "OPEN ROAD," 4 ft. 4 in. (1,320 mm.). "NIPPY," "SPEEDY," 4 ft. 1½ in. (1,257 mm.). Height—"RUBY," "PEARL," 5 ft. 3 in. (1,600 mm.). "OPEN ROAD," 5 ft. 2 in. (1,575 mm.). "OPAL," 5 ft. 1 in. (1,549 mm.). "NIPPY," 4 ft. 4 in. (1,320 mm.). Wheelbase—6 ft. 9 in. (2,057 mm.). Track—3 ft. 4 in. (1,016 mm.). Road Clearance—high frame 7½ in. (188 mm.), low frame 6½ in. (162 mm.). Turning Circle—38 ft. 2 in. (11,633 mm.).

EQUIPMENT. The equipment is good—and full—no essential auxiliary is omitted. It includes 6 volt electric lighting and starting with hand starter switch. †Chromium plated dip and switch head lamps with foot control, side lamps, combined stop and tail lamp, *bumpers front and rear, combined carburetter air strangler and throttle control, electric petrol gauge, magnetic speedometer, electric horn, spare wheel and tyre, and number plates. The full set of tools are stowed in a special compartment. *On Ruby Saloon de Luxe and Pearl Cabriolet. †Black with chromium rims on fixed head Saloon.

SPORTS MODELS : SPECIAL FEATURES.

ENGINE. On the "NIPPY" model the b.h.p. is 21 at 4,400 r.p.m. On the "SPEEDY" model the b.h.p. is 23 at 4,800 r.p.m. The special cylinder head gives a high compression ratio, there is a high lift camshaft, a downdraught carburetter, and a suitable silencer. On both models the deep sump with cooling fins holds one gallon of oil. A full pressure oiling system is used on the "SPEEDY" engine.

CHASSIS. The gear ratios in the "NIPPY" are 22.91, 13.28, 8.38 and 5.6 to 1. On the "SPEEDY" they are 22.9, 13.85, 8.73 and 5.25 to 1. Both models are fitted with Spring Steering Wheel and specially bound road springs.

AUSTIN COLOURS.

"RUBY" SALOON. Royal Blue, Maroon, Westminster Green, Black, Dove Grey.

"RUBY" FIXED HEAD SALOON. Royal Blue, Maroon, Black.

"PEARL" CABRIOLET. Royal Blue, Cherry Red, Dove Grey, Westminster Green, Black.

"OPEN ROAD" TOURER. Royal Blue, Maroon, Auto Brown.

"OPAL" TWO-SEATER. Royal Blue, Dove Grey.

"NIPPY" AND "SPEEDY" SPORTS MODELS. Primrose, Turquoise Blue, Cherry Red, Black.



PRICES

are at Works, and refer to Standard Colours only

	PRICE		PRICE
20 h.p. (Six-Cyl.).		11.9 h.p. (Four-Cyl.).	
"MAYFAIR" Limousine and Landaulet -	£650 0	"ASCOT" Saloon - - - -	£218 0
"RANELAGH" Limousine and Landaulet	£595 0	"ASCOT" Fixed Head Saloon - -	£198 0
		"OPEN ROAD" Tourer - - -	£172 10
		"ETON" Two-seater - - -	£172 10
18 and 16 h.p. (Six-Cyl.).			
*"YORK" Saloon - - - -	£328 0	10 h.p. (Four-Cyl.).	
*"CHALFONT" Saloon, with division -	£338 0	"COLWYN" Cabriolet - - - -	£178 0
"HERTFORD" Saloon - - - -	£318 0	"LICHFIELD" Saloon - - - -	£172 10
		"LICHFIELD" Fixed Head Saloon -	£158 0
15.9 and 13.9 h.p. (Six-Cyl.).		"RIPLEY" Sports Tourer - - -	£215 0
"ASCOT" Saloon - - - -	£235 0	"OPEN ROAD" Tourer - - -	£152 0
"ASCOT" Fixed Head Saloon - - -	£215 0	"CLIFTON" Two-seater - - -	£152 0
"KEMPTON" Sports Saloon - - -	£305 0		
"NEWBURY" Sports Tourer - - -	£275 0	7 h.p. (Four-Cyl.).	
"OPEN ROAD" Tourer - - - -	£200 0	"PEARL" CABRIOLET - - - -	£128 0
"ETON" Two-seater - - - -	£200 0	"RUBY" Saloon - - - -	£120 0
		"RUBY" Fixed Head Saloon - - -	£112 0
12 h.p. (Four-Cyl.).		"OPEN ROAD" Tourer - - -	£108 0
"WESTMINSTER" Saloon (4-light) -	£325 0	"OPAL" Two-seater - - - -	£100 0
*"CARLTON" Saloon - - - -	£305 0	"NIPPY" Sports Two-Seater - -	£142 0
*"IVER" with division - - - -	£315 0	"SPEEDY" Sports Two-Seater -	£172 0
"BERKELEY" Saloon - - - -	£295 0		
"BERKELEY" Fixed Head Saloon - -	£275 0		

* Occasional Seats, £7 - 10-0 extra.

MANUFACTURER'S WARRANTY

THE goods manufactured by the Austin Motor Company Limited (hereinafter called "the Company") are supplied with the following express Warranty which excludes all warranties conditions and liabilities whatsoever implied by Common Law Statute or otherwise that is to say:—
In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned to the Company's Works carriage paid within six months from the date when the goods are delivered new to the retail customer the Company undertakes to examine same and should any fault due to defective materials or workmanship be found on examination by the Company it will repair the defective part or supply free of charge a new part in place thereof. This Warranty is limited to the delivery to the purchaser free at the Company's Works of the part or parts whether new or repaired in exchange for those acknowledged by the Company to be defective.
The Company gives no warranty of the goods except as herein stated but desires and expects that customers shall make a thorough examination before purchasing. Persons dealing in the Company's goods are in no way the legal Agents of the Company and have no right or authority to assume any obligation on its behalf express or implied or to bind it in any way.
For the purpose of this Warranty the term "goods" means and includes new cars or vans or chassis or parts thereof including replacement parts manufactured by the Company. It does not include tyres speedometers or Electrical Equipment or other proprietary articles or goods (including coach work) not of the Company's own manufacture although supplied by the Company. Proprietary articles are covered by the warranty (if any) given by the separate manufacturers. On second-hand goods no warranty is given by the Company or is to be implied.
The Company's responsibility is limited to the terms of this Warranty and it shall not be answerable for personal injuries or

consequential or resulting liability damage or loss arising from any defects. This Warranty shall not apply to defects caused by motor racing wear and tear misuse or neglect or to the defects in any goods which have been altered outside the Company's Works or which have been let out on hire or the identification numbers or marks on which have been altered or removed. This warranty is dependent upon the strict observance by the Purchaser of the following provisions:—

The Purchaser shall at the time of purchase personally sign the form supplied by the Company and register his name address date of purchase price paid and car and chassis numbers and name and address of Seller with the Company and shall obtain from the Company a signed copy of this Warranty and shall produce same to the Company's representative for inspection in case of any claim being made. This Warranty shall not be assigned or transferred to anyone unless the Company's consent in writing has first been obtained.

The Purchaser shall send to the Company's Works such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the Purchaser and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the Purchaser and with the car and chassis numbers of the vehicle from which the said part or parts were taken. The Purchaser shall post to the Company at its Works on or before despatch of such part or parts alleged to be defective a full and complete description of the claim and the reasons therefor. The judgment of the Company in all cases of claims shall be final and conclusive, and the purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision the part or parts submitted may be scrapped or returned carriage forward by the Company.

TERMS OF BUSINESS

TERMS OF BUSINESS.—The Company reserves the right to vary the list prices at any time for any reason whatsoever. Should the price be increased prior to delivery, the client has the option of cancelling the order within seven days after being notified of such increase, and of calling for the return of his deposit, which shall be accepted in satisfaction of all claims.

DELIVERY.—At the Company's Works Longbridge, Birmingham. The Company will not be responsible for any delays in connection with the manufacture or delivery of any products listed herein, if such delays are caused by scarcity of labour or material, strikes, lockouts or any cause over which the Company has no control

ALTERATIONS IN DESIGNS AND EQUIPMENT.—The Company reserves the right, on the sale of any car, to make, before delivery, without notice, any alteration to, or departure from, the specification, designs or equipment detailed in this catalogue.

"Triplex Toughened" glass will be generally fitted, but the Company, if supplies are not available, will substitute other approved glass.

DEPOSIT.—A deposit of £25 to accompany the order for each car or chassis, and the balance of the purchase money becomes payable on delivery of goods.

